

From: [Madou, Ramses](#)
To: [Downtown West Project](#)
Subject: FW: Diridon Station Area Street Network Visuals
Date: Tuesday, September 8, 2020 8:30:06 AM

Ramses Madou
Division Manager, Planning, Policy, and Sustainability
Department of Transportation
City of San Jose
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From: Zenk, Jessica
Sent: Thursday, June 11, 2020 8:34 AM
To: Klein, Nanci <Nanci.Klein@sanjoseca.gov>; Jim Goddard <JGoddard@sapcenter.com>
Cc: Madou, Ramses <ramses.madou@sanjoseca.gov>; Collen, Arian <Arian.Collen@sanjoseca.gov>; Ristow, John <John.Ristow@sanjoseca.gov>; Lucy Lofrumento <lal@lmallp.com>; Jon Gustafson <jgustafson@sharksice.com>
Subject: RE: Diridon Station Area Street Network Visuals

Yes, many thanks!

I've shared with the full team.

Best,
Jess

From: Klein, Nanci
Sent: Wednesday, June 10, 2020 5:43 PM
To: Jim Goddard <JGoddard@sapcenter.com>
Cc: Madou, Ramses <ramses.madou@sanjoseca.gov>; Zenk, Jessica <Jessica.Zenk@sanjoseca.gov>; Collen, Arian <Arian.Collen@sanjoseca.gov>; Ristow, John <John.Ristow@sanjoseca.gov>; Lucy Lofrumento <lal@lmallp.com>; Jon Gustafson <jgustafson@sharksice.com>
Subject: Re: Diridon Station Area Street Network Visuals

Thank you!

Sent from my iPhone

On Jun 10, 2020, at 5:40 PM, Jim Goddard <JGoddard@sapcenter.com> wrote:

[External Email]

Attached are maps showing major ingress and egress routes to and from the major parking facilities anticipated in the Diridon area. These are consistent with Jim Benshoof's memorandum and help visualize the importance of these routes. Also attached for reference is a plan for Autumn St. that the City shared with us in January, 2015. I believe this is the most recent plan for Autumn we've received from the City.

From: Jim Goddard

Sent: Friday, May 22, 2020 9:02 AM

To: ramses.madou@sanjoseca.gov; Zenk, Jessica <Jessica.Zenk@sanjoseca.gov>

Cc: Klein, Nanci <Nanci.Klein@sanjoseca.gov>; Arian Collen

<Arian.Collen@sanjoseca.gov>; John Ristow (<John.Ristow@sanjoseca.gov>)

<John.Ristow@sanjoseca.gov>; Lucy Lofrumento <lal@lmalp.com>; Jon Gustafson

<jgustafson@sharksice.com>; Jim Goddard <JGoddard@sapcenter.com>

Subject: Diridon Station Area Street Network comments by SSE

Dear Ramses and Jessica,

On behalf of SAP Center management/Sharks Sports & Entertainment (SSE), I am sending this email to provide comments on various street network plans posted by the City on its websites, including in the Transportation slide deck you presented via the City's Diridon Station Area Spring 2020 Outreach web page.

SSE is deeply concerned about the future viability of SAP Center in the face of the dramatic transportation changes being considered in connection with Google's Downtown West project, the Diridon Integrated Station Concept Plan, and the amendments to the Diridon Station Area Plan, including:

- Reduction of the street capacity surrounding SAP Center, including the potential closure of the northbound Highway 87 off-ramp at Santa Clara Street, which provides direct access to a majority of the Arena's parking locations and is absolutely essential to the Arena's continued success;
- A disproportionate emphasis on pedestrians, bicycles and transit in the downtown core, which will severely limit the ability of SAP Center guests (and others) to travel to and from the Diridon area by automobile; and
- The lack of a comprehensive plan to address increased traffic and parking demand caused by the expansion of Diridon Station, the addition of BART, and Google's development (which will be under-parked), meaning that parking resources for SAP Center guests will be severely impacted.

There is no question that the proposals outlined in the Transportation slide deck could have a very significant adverse impact on the Arena. In particular, as mentioned above, the closure of the 87 off ramp would have a devastating impact on SAP Center.

For further review and comment regarding the proposed street network changes, please see the attached Technical Memo by Jim Benshoof of Wenck Associates, who has served as SSE's traffic engineer for the past 30 years.

In addition to the 87 exit ramp, the Memo reviews the following street segments that are the most critical for ingress and egress to and from the Arena for events:

- a) Bird Avenue and Autumn Street between I-280 and Santa Clara Street
- b) Santa Clara Street between Stockton Avenue and Almaden Boulevard
- c) Julian Street between Stockton Avenue and Highway 87
- d) Delmas Avenue between Santa Clara Street and Highway 87

For each of the above segments, the Memo comments on the General Plan category, the recommended number of lanes in each direction, turn lanes, center medians and other features – all based on how these affect event-related traffic.

The Memo also highlights the importance of retaining traffic lane widths of not less than 11 feet for through traffic and 10 feet for turn lanes.

In short, it is extremely important for the continuing success of SAP Center that these street segments retain the specified minimum number of travel and turn lanes, each meeting the stated minimum width, to ensure that the high volumes of traffic can efficiently and safely travel to and from the Arena for events.

Although we have been in ongoing discussions with the City about many matters affecting SAP Center, we weren't given the opportunity to provide input regarding the proposals presented in the Transportation slide deck before it was posted. This took us by surprise, especially since the Arena Management Agreement (AMA) requires the City to coordinate with us regarding any change to the streets around the Arena that could impact ingress and egress to and from the Arena. (I have attached a copy of AMA Sections 21 and 23 for your reference.)

We hope that going forward we will have a chance to dialog with City staff as transportation plans are developed and refined, to help ensure that the needs of

SAP Center are adequately considered as required by the AMA.

Sincerely,
Jim Goddard

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<Ingress routes Diridon Area plan 061020 V.pdf>

<Egress routes Diridon Area plan 061020 V.pdf>

<Autumn St - layout 1-15.pdf>